

TRANSPORTATION ACCOUNTABILITY

C O M M I S S I O N

July 30, 2007 DRAFT Meeting Minutes

Chairman James Squires welcomed everyone to the final meeting of the Transportation Accountability Commission. Mr. Squires told the Commission that he had presented the Interim Report to the Commonwealth Transportation Board after it was finalized in May. He noted that it was well received by the Board and that they had provided valuable input.

Mr. Squires reminded the Commission that the two subcommittees, the Outcome Measures (OM) and Performance Standards (PS) had met several times each to carry out their charges from Governor Kaine of identifying transportation system performance measures and agency accountability measures. Preliminary recommendations were included in the Interim Report forwarded to the Governor on May 30, 2007. The final report, due October 1st will include overarching system goals, recommended performance and accountability measures and a number of recommendations on topics the subcommittees' thought important enough not to overlook, even though they were not part of the charge.

Mr. Squires asked if any member of the public would like to make a comment. There were none.

The March 30th meeting minutes were approved.

Mr. Young Ho Chang presented the recommendations from the OM subcommittee, which focused on goals and performance measures for the transportation system. Mr. Chang began by stressing the importance of having a mission statement before developing goals and measures. The subcommittee agreed that the mission established for Virginia Performs would serve their purpose and be a basis for goal development. The mission is as follows: "The mission of the transportation system is to ensure that Virginia has a transportation system that is safe, enables easy movement of people, enhances the economy and improves our quality of life." Mr. Chang added that the subcommittee had developed seven overarching goals and 34 performance measures to support that mission (see Attachment 1).

Mr. Hugh Montgomery inquired whether the subcommittee had established baselines for each measure or whether 2006/2007 would become the defacto baseline. Mr. Chang replied that the appropriate agency will be charged with setting baselines as well as targets. Deputy Secretary Ralph Davis added that baselines will depend on data availability. Some agencies are already doing performance management and have the necessary data, but in some cases, additional data will have to be collected in the future.

Mr. Chang told the Commission that a panel of experts had discussed the relationship between transportation and land use planning. There appeared to be no obvious measures for coordinating land use and transportation decisions used by other states. Some measures, such as land use, need to be looked at regionally or locally, not statewide. The subcommittee recommended that the land use goal should be broken down to three objectives with performance measures for each.

Mr. Chang concluded that the subcommittee believed that seven goals and 34 measures are a manageable number and have captured all key issues. He asked that the Commission approve these goals and measures and recommend that all transportation agency boards formalize a process that uses these goals, objectives and measures, with the freedom to adjust as needed.

Mr. Mortimer Downey stated that he did not see any goals or measures that focused on elderly or disabled. He added that it could be a subset of the mobility goal but it should not be left out. Mr. Chang agreed that such a measure should be included.

Mr. Mark Goodwin presented the recommendations from the PS subcommittee, which had focused on agency accountability and performance measures (See attachment 2). Mr. Goodwin pointed out that there were many similarities with the work of the two subcommittees and hoped his presentation would make that link evident.

Mr. Thomas Jewel had concern over fatalities as a Department of Motor Vehicle (DMV) measure. Mr. Davis explained that DMV is designated as the state's transportation safety agency, and coordinates with the State Police and VDOT to reduce fatalities. Mr. Davis noted that one of the major transportation issues is safety and it is a shared responsibility of several agencies. Ms. Sally Thomas suggested that reducing fatalities also fits into the "Coordination of land use and transportation" goal as urban sprawl forces more people to drive on the back roads, which are typically more dangerous than interstates.

Mr. Goodwin made the suggestion that the recommended DMV measures should read "Reduce the number of fatalities", "Reduce the wait time for majority of customers" and "Reduce average number of interactions to complete a single transaction". The Commission agreed.

The proposed measures for Department of Rail and Public Transportation (DRPT), Department of Aviation (DOAV) and the Virginia Department of Transportation (VDOT) were accepted as written. Mr. Goodwin reminded Mr. Davis that he wanted to see a profitability measure for the Virginia Port Authority (VPA). Mr. Davis noted that it was not reflected in the proposed measures but it could be included once the data become available.

Mr. Goodwin also presented recommendations for additional reform measures that the subcommittee had considered on such topics as project selection, public awareness, transportation investment and senior mobility (see Attachment 3). Mr. Watson approved the public awareness recommendation. He added that things that are done right are not fully appreciated and perhaps this recommendation could get the message out. It was recommended that an awareness campaign or function be developed, especially in light of HB 3202 and the creation of transportation authorities. People will be asked to pay more taxes and they need to know the disposition of the taxes and fees that they already pay. Mr. Montgomery reinforced the need to educate the public on every aspect of the agencies' activities, not just accomplishments.

The subcommittee recognized that the mobility needs of seniors are not being met. They agreed that DRPT's measure that addresses special mobility needs would be an appropriate measure to include and would also address Mr. Downey's concern that this issue was not being considered by the OM subcommittee.

Mr. Chang stated that he had a concern that the agency measures were not comprehensive and did not link to the overarching goals identified by the OM subcommittee. Mr. Goodwin responded that there was a desire to keep the number of agency measures to a manageable number and that there will be additional measures that are used at the agency level that align with the goals. Mr. Davis pointed out that at least one of each agency's measures link up to the goals.

Mr. Ben Mannell and Mr. Chris Detmer presented the State Highway Plan Prioritization Process. Mr. Mannell provided an overview of the process and noted that it was developed to link the planning and programming processes. Mr. Detmer gave a demonstration of the spreadsheets used to prioritize projects. He suggested that this process is one of many that can be used to objectively prioritize projects and thus could be used to inform decision-makers.

Mr. Squires asked for a vote from the Commission to approve the recommendations from the OM and PS subcommittees. The OM recommendations were unanimously approved. The PS recommendations were unanimously approved with the condition to change the public awareness recommendation as noted above.

Mr. Ralph Davis led a discussion of “Next steps for improving transportation accountability and performance’ and implementation of the Commission’s work. He suggested the following:

- The Commission’s recommendations would be implemented.
- Goals should be re-evaluated every couple of years, measures every year.
- Targets need to be set by agencies.
- The upcoming Transportation Performance Report should use the goals and measures developed by the Commission.
- Regional measures should be developed.
- A website (in the form of MY_VDOT) should be developed to implement the public awareness recommendation. Such a website may serve to find out what type of information the public wants, how they would like to get it (e-mail, text message, internet, etc), and how they would like the information broken down (regional, local, etc.). It would also be possible to use focus groups to obtain this feedback.

It was suggested that while enhanced outreach to the public is good, other customers (PPTAs, developers) would also benefit from more outreach efforts.

Mr. Squires noted that all the Commissioners will receive the report for review. However, he asked for volunteers to provide a more comprehensive review of the final report. The following volunteers came forward:

Mr. Charles Allen, Mr. Henry Connors, Mr. Mortimer Downey, Mr. John Lewis, Mr. Hugh Montgomery and Dr. Rosemary Pelletier.

Members present:

Charles Allen
Young Ho Chang
Henry Connors
Mortimer Downey
Douglas Fahl
Gary Fenchuk
Goodwin
Thomas Jewell
John Lewis
Mark Merhige
Hugh Montgomery
Rosemary Pelletier
James Squires
Sally Thomas
Hunter Watson

Others present:

Ralph Davis
Mary Lynn Tischer
Keith Wandtke
Michael Garrett

Katherine Graham
Tracey Williams
Chris Detmer
Ben Mannell
Alison Mitchell
Davis Ekern
Steve Pittard

ATTACHMENT 1

GOAL: Mobility, Connectivity, and Accessibility – To facilitate the easy movement of people and goods (Mobility), improve interconnectivity of regions and activity centers (Connectivity), and provide access to different modes of transportation (Accessibility).
<u>Objective # 1: Mobility</u> <ul style="list-style-type: none"> Public Transportation Trips Per Capita HOV Use Congestion <ul style="list-style-type: none"> Percentage of Congested Lane Miles Delay Number of Enplanements at Air Carrier Airports Twenty Foot Equivalent Units (TEUs) Shipped Through the Port of Virginia
<u>Objective # 2: Connectivity</u> <ul style="list-style-type: none"> Travel Speeds on Interregional Corridors Park and Ride Spaces
<u>Objective # 3: Accessibility</u> <ul style="list-style-type: none"> Transit Availability <ul style="list-style-type: none"> Transit Vehicle Revenue Miles Job and Housing Access to Transit and Pedestrian Facilities Access to Airports
GOAL: Safety and Security – To provide a safe and secure transportation system.
<ul style="list-style-type: none"> Number and Rate of Fatalities by Mode Number and Rate of Injuries by Mode Compliance with the Maritime Transportation Security Act Percentage of Updated Emergency, Security and/or Continuity of Operations Plans
GOAL: System Maintenance and Preservation – To preserve and maintain the existing transportation system.
<ul style="list-style-type: none"> Percentage of Interstate and Primary Road Pavement in Need of Repair Percentage of Bridges that Need Repair or Rehabilitation Percentage of Transit Vehicles that Exceed Replacement Age
GOAL: Economic Vitality – To provide a transportation system that supports economic prosperity.
<ul style="list-style-type: none"> Jobs created by transportation investment Tonnage originating or terminating in Virginia Percent of transportation expenditures on small, women, and minority owned businesses (SWAM)
GOAL: Coordination of transportation and land use – to facilitate the effective coordination of transportation and land use plans and decisions to promote livable communities.
<u>Objective #1: Create or Sustain Livable Communities by Increased Use of Transportation Options</u> <ul style="list-style-type: none"> Vehicle Miles Traveled (for people over age 16 or for licensed drivers) Satisfaction with Transportation Options (Alternatives to Driving)
<u>Objective #2: Preservation and Management of Transportation Corridors</u> <ul style="list-style-type: none"> Adoption of Access Management Plans by Localities Miles of limited access facilities per total relative to total
<u>Objective #3: Promote Community Development Patterns</u> <ul style="list-style-type: none"> Population Density in Urban Development Areas Acres of Land Developed Outside of Urban Development Areas Jobs/Housing Balance
GOAL: Environmental Stewardship – To protect the environment and improve the quality of life for Virginians.
<ul style="list-style-type: none"> Air Quality – Tons of Transportation-Related Emissions (regional measure) Successful Replacement of Wetlands Fuel Usage Per Capita
GOAL: Program Delivery – To achieve excellence in the execution of programs and delivery of services.
<ul style="list-style-type: none"> Customer Service Delivery <ul style="list-style-type: none"> DMV Wait Times On-time / On-budget Customer Satisfaction with the Transportation System

ATTACHMENT 2
Agency Measures Recommended by the Performance Standards Subcommittee

DMV	Number of fatalities
	Wait time for majority of customers
	Average number of interactions to complete a single transaction
DOAV	Number of enplanements
	Economic activity generated
	Ratio of grants executed to allocation
DRPT	Public transportation trips per capita
	% freight shipped by rail
	Transit ridership by elderly, disabled and low income citizens
	Number of jobs created and maintained through transit and rail initiatives
VDOT	Delay (congestion)
	Number of fatalities
	Pavement/bridge condition
	Projects on-time/on-budget
VPA	Number of port-generated jobs
	Number of containers
	Containers per acre/per year

ATTACHMENT 3
Additional Reform Measures Recommended by the
Performance Standards Subcommittee

Project Selection - Goals and outcome performance measures are essential elements for accountability. However, the mix of projects selected and implemented is critical to the success of the overall transportation program.

Subcommittee Recommendation - Use an objective methodology based on a set of overarching goals as a tool to assist in project selection.

Public Awareness - Transportation agencies have not done an adequate job in communicating with and educating the public on accomplishments.

Subcommittee Recommendation - Develop new strategies for informing the public and provide better communication between transportation agencies and their stakeholders.

Transportation Investment - The 2007 Transportation Initiative (HB 3202) represents an important step forward in addressing transportation needs. However, the adequacy of the transportation investment will be an ongoing issue, and resources should be linked to performance in future planning and funding initiatives.

Subcommittee Recommendation - Develop and incorporate methods of linking requirements and resources to performance and the benefits achieved in future planning and funding initiatives.

Senior Mobility - The Commonwealth's transportation program does not adequately address mobility needs of the rapidly growing senior population.

Subcommittee Recommendation - Utilize the limited mobility population objective and performance measure developed by the Department of Rail and Public Transportation to serve as a basis for allocation of funds to address the needs in this area.